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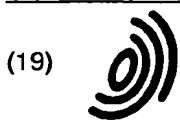
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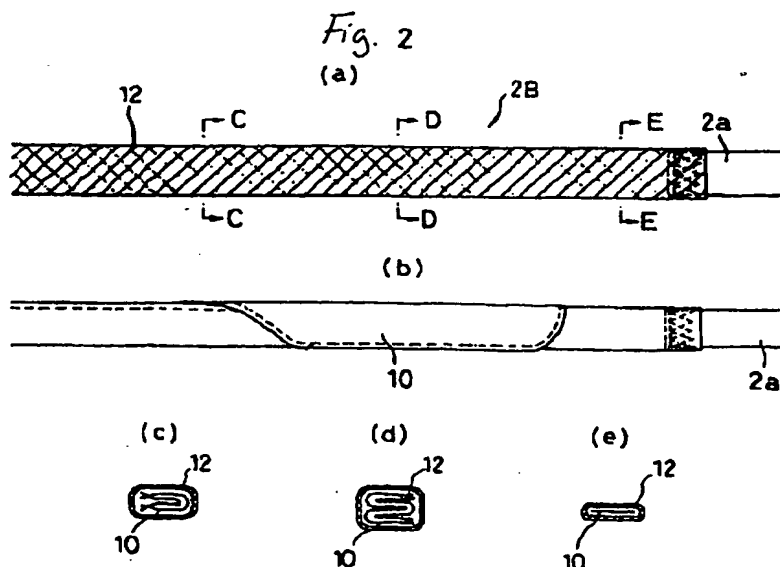
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(54) Inflatable safety belt device

(57) An air belt 2B has a bag-like belt portion 10 and a knit cover 12 that surround the bag-like belt portion 10. The bag-like portion 10 has a greater width in the part that fits to the passenger's body between the shoulder and abdomen. The enlarged part of the bag-like portion 10 is folded on top of itself to form a strap-like shape. The knit cover 12 is woven so that it is expandable in the direction perpendicular to the longitudinal direction of the belt, but virtually not in the longitudinal

direction. Upon activation of a gas generator 9 with a buckle 4 engaged with a tongue 5, the air belt 2B inflates. During the inflation, the length of the knit cover 12 shortens in the longitudinal direction of the belt 2B, thereby causing the belt 2B to tightly fit on the passenger's body. This ensures the proper protection of the passenger.



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Description

[0001] The present invention relates to a seat belt for protecting automobile passengers during collisions, and more particularly to an air belt having a bag-like portion, which is inflated by gas generated by a gas generator.

[0002] Japanese Unexamined Patent Publication No. 5-85301 describes a typical inflatable safety harness. Fig. 12(a) is a perspective view showing the inflatable air belt. Fig. 12(b) is a cross sectional view of the air belt shown in Fig. 12(a) taken along line B-B.

[0003] An air belt device 1 includes a shoulder belt 2, a lap belt 3, a buckle 4, a tongue 5, and an intermediate guide 6. The shoulder belt 2 extends diagonally from the right side of a passenger's body to the left side. The lap belt 3 extends across the passenger's body from the right to the left. The buckle 4 is secured to a floor, or the like of the vehicle body. The intermediate guide guides the shoulder belt 2.

[0004] The shoulder belt 2 has an ordinary belt 2a similar to the conventional seat belts, and a bag-like belt portion 2b attached to one end of the belt 2a. The intermediate guide 6 slidably supports the belt 2a. The other end of the belt 2a is connected to an emergency locking retractor (ELR), which is secured to the automobile body. The ELR winds and retracts the belt 2a.

[0005] The bag-like belt portion 2b engages with the passenger's body when in use. It has the tongue 5 at its free end opposite to the end that leads to the belt 2a.

[0006] The lap belt 3 is an ordinary and commonly available belt. One end of the lap belt 3 is connected to the tongue 5 while the other end of the belt is connected to the ELR, which is secured to the automobile body. The buckle 4 has a gas generator 9 to generate a high pressure gas upon accidents such as collisions.

[0007] A passage extends through the tongue 5 and the buckle 4 to allow flow of gas from the generator 9.

[0008] As shown in Fig. 12b, the bag-like portion 2b of the shoulder belt 2 includes a folded belt body 2c, as indicated by solid lines, and is enclosed in a cover 2d, the two edges of which are sewed to each other to form stitches 2e. Accordingly, the structure of the bag-like portion has a strap-like shape. Upon activation of the gas generator 9, the stitch 2e tears as the shoulder belt 2 inflates, and the bag-like portion 2b expands as shown by the double dotted line.

[0009] Employing a retractable webbing, which is attached to one end of the shoulder belt and is wound by a retractor, the air belt device described in Japanese Unexamined Publication No. 5-85301 ensures a large degree of freedom with respect to the passenger's upper body movement, where the webbing extends and retracts in response to the movements of the passenger. It would be required, however, that the winding force of the retractor 7 in the air belt in Japanese Unexamined Publication No. 5-85301 be not too strong to prevent the belt from pressing the passenger with excessive force. Due to the limitation on the winding

force, the gap arises between the shoulder belt 2 and the passenger's body, requiring further expansion of the bag-like portion 2b upon a collision.

[0010] Accordingly, it is an objective of the present invention to provide an air belt device that works without applying excessive force on the passenger's body by shortening the length of the air belt to protect the passenger adequately.

[0011] The present invention provides an air belt device. The air belt device includes an inflatable air belt and a gas generator for supplying gas to the air belt to inflate the same. The air belt has a bag-like belt folded in a strip-like state and a cover for covering the bag-like belt. The air belt device being characterized in that the cover is substantially free of expansion in a longitudinal direction with respect to the air belt and capable of expanding in the same direction as the air belt expands so as to reduce a longitudinal dimension of the air belt.

[0012] In this air belt device, the activation of the gas generator inflates the air belt and the cover. The cover does not extend in the longitudinal direction of the air belt. This shortens the length of the air belt during inflation. Thus, the shortened air belt fits on the passenger tightly.

[0013] In the present invention, a gas releasing means gradually releases the residual gas in the air belt after the inflation of the air belt by the gas generator.

[0014] The gas releasing means gradually releases the gas from the air belt to reduce the impact that applies on the passenger upon a collision.

[0015] The features of the present invention that are believed to be novel are set forth with particularity in the appended claims. The invention, together with objects and advantages thereof, may best be understood by reference to the following description of the presently preferred embodiments together with the accompanying drawings in which:

Fig. 1 is a perspective view of an automobile seat with an air belt device according to the invention and of the air belt device according to the present invention;

Fig. 2 shows various components of an air belt according to the present invention;

Fig. 3 shows an air belt according to the present invention, shown as inflated;

Fig. 4 shows different weaving patterns of a knit cover according to the present invention;

Fig. 5 shows the structures of a tongue and a buckle according to the present invention;

Fig. 6 shows the tip arrangement of a buckle according to the present invention;

Fig. 7 is a perspective view of a buckle and a tongue according to the present invention, connected to each other;

Figs. 8 are cross-sectional views of a buckle and a tongue connected to each other;

Fig. 9 shows another arrangement of a buckle and a

tongue connected to each other;

Fig. 10 shows the gas flow direction in the arrangement shown in Fig. 9;

Fig. 11 shows the structure of a connection of a tongue and a buckle used in another embodiment;

Fig. 12 shows a prior art air belt device;

Figs. 13(a) and 13(b) are comparative pictures of an air belt, showing the air belt under normal conditions and the belt that is inflated; and

Figs. 14(a) and 14(b) are comparative pictures of another air belt, showing the air belt under normal conditions and the belt that is inflated.

[0016] An embodiment according to the present invention will now be described with reference to the drawings. Fig. 1(a) is a perspective view showing an automobile seat with an embodiment of an air belt device according to the present invention. Fig. 1(b) is a perspective view of the air belt device. Fig. 2(a) is a plane view showing the region around the joint between a shoulder belt and a lap belt, and Fig. 2(b) is a plane view showing a bag-like belt portion. Figs. 2(c), 2(d), 2(e) are cross-sectional views taken along lines C-C, D-D, E-E, respectively in Fig. 2(a). Fig. 3(a) is a plane view showing the shoulder belt that is inflated. Fig. 3(b) is a plane view of the bag-like portion that is inflated. Figs. 3(c) and 3(d) are cross-sectional views taken along lines C-C and D-D respectively in Fig. 3(a). Fig. 4 shows weaving patterns of an air belt cover.

[0017] Since the air belt device according to the embodiment is essentially the same as the air belt device shown in Fig. 12 except for a bag-like portion 2B that comprises a shoulder belt 2, the arrangements of the air belt 2B will mainly be discussed.

[0018] As can be seen in Figs. 2 and 3, the air belt 2B includes an bag-like belt 10 and a tubular knit cover 12 enclosing the bag-like belt 10. The bag-like belt 10 has a greater width in the part that fits to the passenger's body over the region from the chest to abdomen. The enlarged portion is folded on top of itself to form a long band shape as shown in Fig 2.

[0019] The knit cover 12 has considerable elasticity in the direction perpendicular to the belt's longitudinal direction whereas it virtually doesn't expand longitudinally. The weaving patterns of the knit cover are shown in Figs. 4(a), 4(b) where Fig. 4(a) shows a simple warp knit pattern and Fig. 4(b) shows a pattern into which inlay threads are introduced to increase the strength and allow the thinner structure. Either pattern can be used in the present invention. The knit cover 12 is made virtually unexpandable in the longitudinal direction by applying the thermal expansion process.

[0020] The air belt 2B and lap belt 3 are sewed to each other. Both the bag-like belt 10 and knit cover 12 are sewed to the lap belt 3. The knit cover 12 are sewed to a webbing 2a as well as to a tongue 5 to reduce the tension that acts on the belt.

[0021] Since all the other features of the embodiment

but the points described above are essentially the same as the air belt device shown in Fig. 12(a), the air belt 2B inflates when a gas generator 9 is activated with the tongue 5 engaging with the buckle 4. Upon the activation of the gas generator 9, the knit cover 12 contracts in the longitudinal direction of the air belt 2B, causing the belt 2B to tightly fit on the passenger.

[0022] Figs. 13 and 14 show how the knit cover 12 contracts longitudinally when the air belt 2B, or bag-like belt 10 inflates. As was mentioned above, the knit cover 12 is made virtually unexpandable in the longitudinal direction of the belt by means of the thermal expansion process. When the belt 10 inflates, the knitted loops of the knit cover 12 expand in the direction perpendicular to the longitudinal direction of the belt. This shortens the knit cover 12 longitudinally, and consequently the air belt 2B.

[0023] Embodiments of a tongue and a buckle that can preferably be employed in the present invention will now be described with reference to Figs. 5 through 11.

[0024] Figs. 5 through 8 show the first embodiment of a tongue and a buckle. Fig. 5(a) is a cross-sectional view to show a tongue 14 and a buckle 16. Fig. 5(b) is a cross-sectional view taken along line B-B in Fig. 5(a). Fig. 6 is a perspective view of the upper part of the embodiment. Fig. 7 is a perspective view showing the whole of the tongue and buckle joined together. Figs. 8(a) and 8(b) are enlarged cross-sectional views of the joint.

[0025] The tongue 14 has a tongue base 18, a seal 20, a tongue plate 24, an anchor 26, a ring 28, a plastic cover 32, and so on. The tongue base 18 has an internal cavity. The seal 20 closes the front end of the tongue base 18. The tongue plate 24 and anchor 26 are connected to the tongue base 18 by connecting pins 22. The ring 28 attaches the air belt 2B to the tongue base 18. The plastic cover 32 encloses the tongue base 18. The seal 20 is provided with a tear line 33.

[0026] When the tongue plate 24 is inserted into the buckle 16 through a port 34 (Fig. 6), a latching pin of a latch mechanism 38 inside the buckle 16 is locked in a latching hole 36. By pressing a button 40 on the buckle 16, one can unlock the latch and subsequently release the tongue plate 24 from the buckle 16 with a help of a spring.

[0027] The anchor 26 has a port 42 through which the tip of the lap belt 3 is inserted and is connected to the anchor 26.

[0028] The buckle 16 has a shell comprising a housing 46, on the top surface of which are provided the port 34 for the insertion of the tongue plate 24 and a gas port 48.

[0029] The gas port 48 is sealed with the seal 50 having a tear line 52.

[0030] Inside the housing 46 are provided a duct 56 and an inflator 58. A flap 54 is pivotally supported at an end of the duct 56 and can be opened.

[0031] When the inflator 58 is activated, the flap 54

pushes the seal 50, causing the seal 50 to tear apart along the tear line 52. Subsequently, the seal 50 breaks apart along the tear line 33 and the gas is supplied to the air belt 2B, inflating the air belt 2B immediately.

[0032] Though the embodiment features the seal 50 that is inclined to prevent dust from accumulating on it, it is also possible to have a seal 50A with a level upper surface as shown in Figs. 9 and 10.

[0033] Figs. 9 and 10 show a second embodiment of a tongue and a buckle. Fig. 9 shows those under normal operation and Fig. 10 shows the condition where the inflator is activated. Figs. 9(a) and 10(a) are perspective views showing upper parts of the buckle 16'. Figs. 9(b) and 10(b) are cross-sectional views showing the joints between the tongue and buckle.

[0034] In Figs. 9 and 10, it can be seen that a cylinder 60 with a flap is placed in the buckle under the seal 50A. The cylinder 60 is connected to a duct 56 via a stopper 64. The other reference numbers in Figs 9 and 10 correspond to analogous parts in Figs. 6 and 8.

[0035] When the inflator 58 is activated, the cylinder 60 moves forward (upward). This breaks the seal 50 and subsequently, the seal 20. The flap 62 then opens up in the tongue base 18 to permit the gas flow into the air belt 2B. At this point, flaps 20F and 50F resulted from the breakage of the seals 20 and 50 cover the inner surface of the tongue base 18 at its entrance, preventing gas leakage.

[0036] Figs. 11(a), 11(b), and 11(c) are cross-sectional views of the third embodiment of a tongue and a buckle. In this embodiment, vents 70 are further provided to the embodiment described in Figs. 9 and 10. The vents are formed at the tip of the tongue. Upon the activation of the inflator, flaps 20F and 50F cover up the vents 70 as shown in Fig. 11(b), allowing the gas to flow into the air belt 2B and inflate it. As the amount of the gas generated by the inflator decreases, the pressure inside the air belt 2B exceeds the pressure of the incoming flow, which causes the flaps 20F and 50F to move back to their original positions. Consequently, the vents 70 open up to let the gas in the air belt 2B out gradually. The gradual release of the gas from the belt minimizes the impact that applies on the passenger's body when the body is pressed against the belt upon a collision.

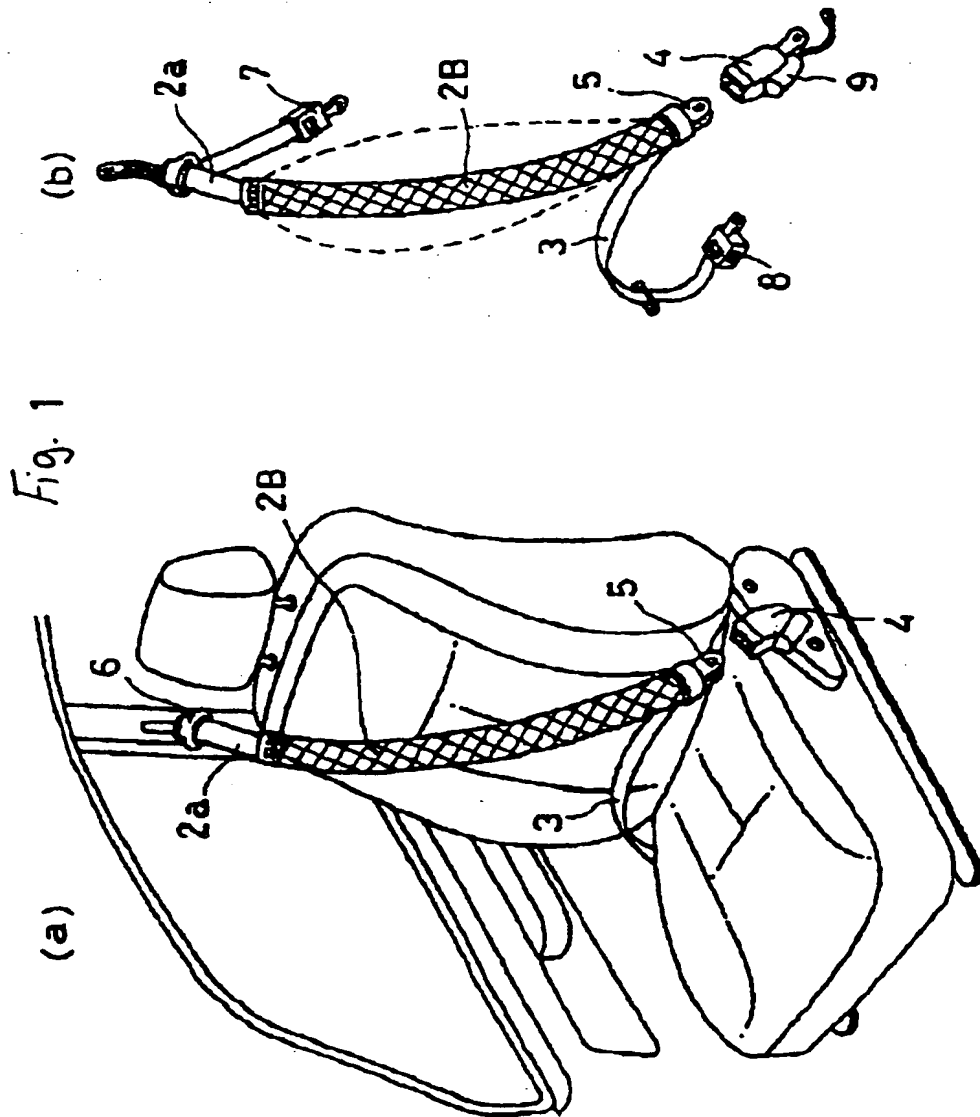
[0037] As described above, the air belt device according to the present invention provides an air belt that can comfortably be fastened on the passenger's body while it protects the passenger upon collisions by means of shortening. The impact applying on the passenger's body can be reduced significantly by providing vents to gradually release the gas after the completion of the belt inflation.

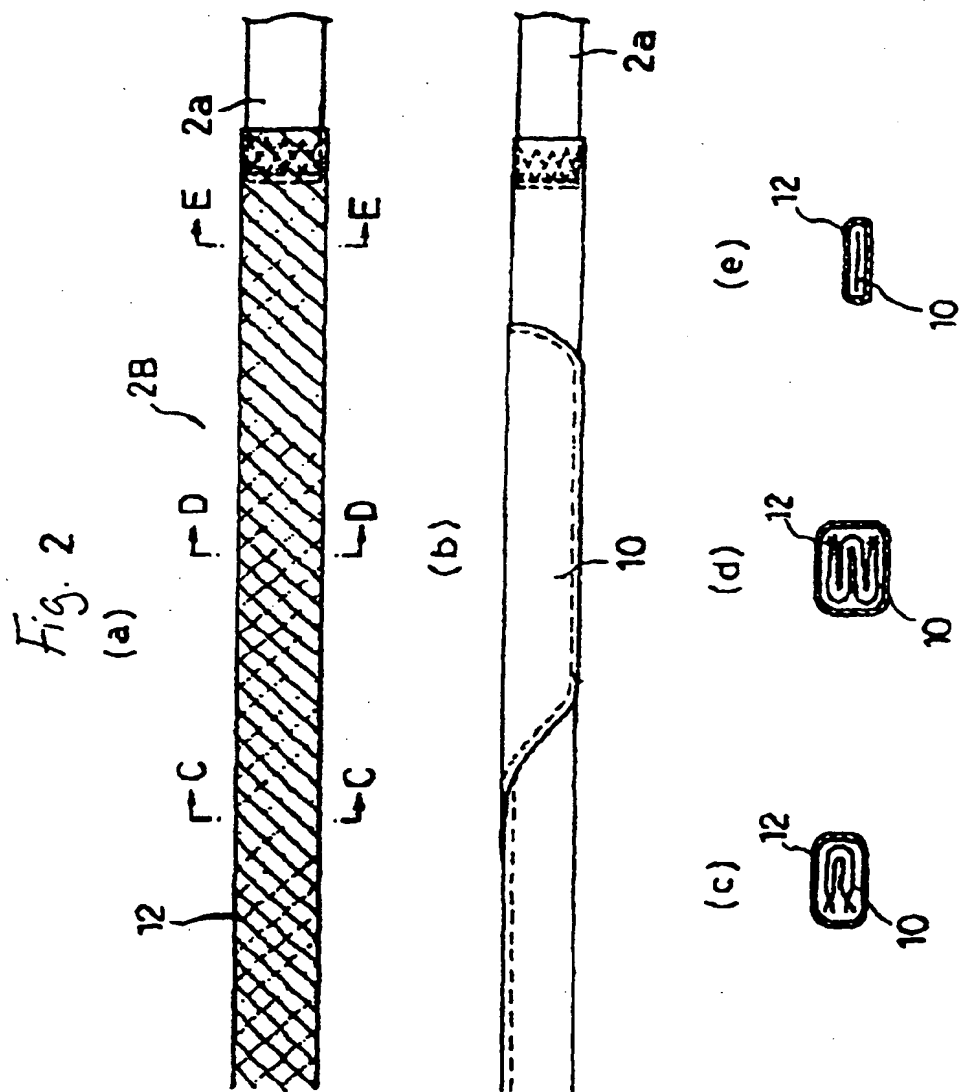
Claims

1. An air belt device including an inflatable air belt and a gas generator for supplying gas to the air belt to inflate the same, wherein said air belt has a bag-like

belt folded in a strip-like state and a cover for covering the bag-like belt, said air belt device being characterized in that said cover is substantially free of expansion in a longitudinal direction with respect to the air belt and capable of expanding in the same direction as the air belt expands so as to reduce a longitudinal dimension of the air belt.

2. An air belt device as set forth in Claim 1, characterized by gas releasing means for gradually releasing the gas staying in the air belt after the gas generator has operated to inflate the air belt.
3. An air belt device as set forth in Claim 2, characterized in that said gas releasing means includes vent holes.





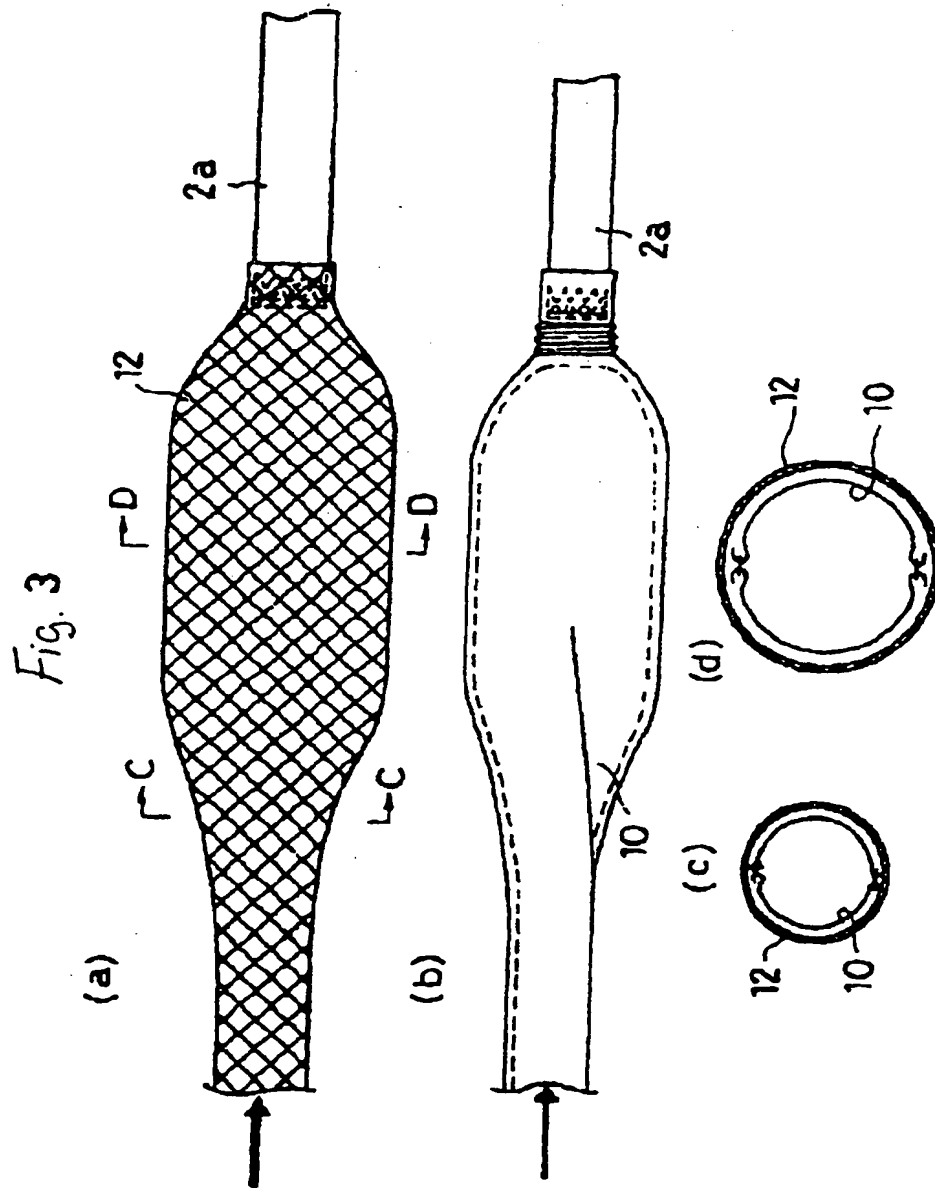
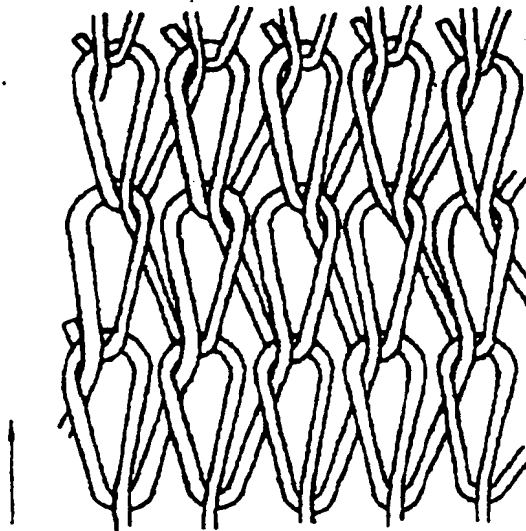


Fig. 4

(a)



(b)

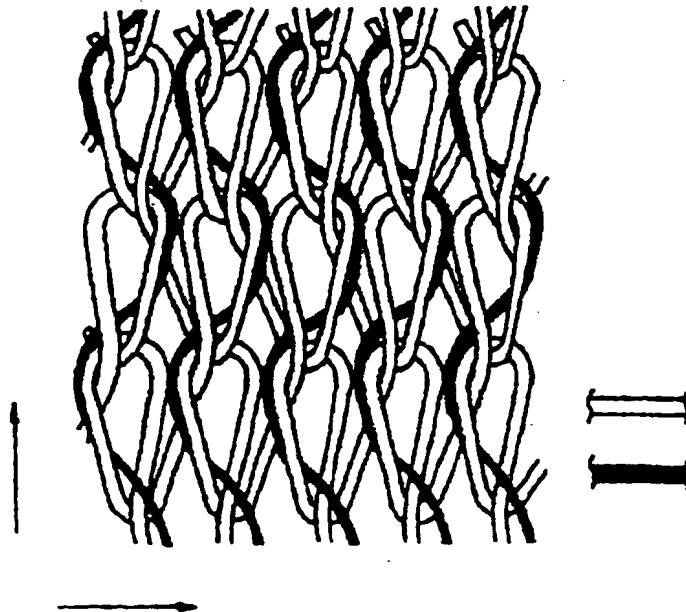


Fig. 5

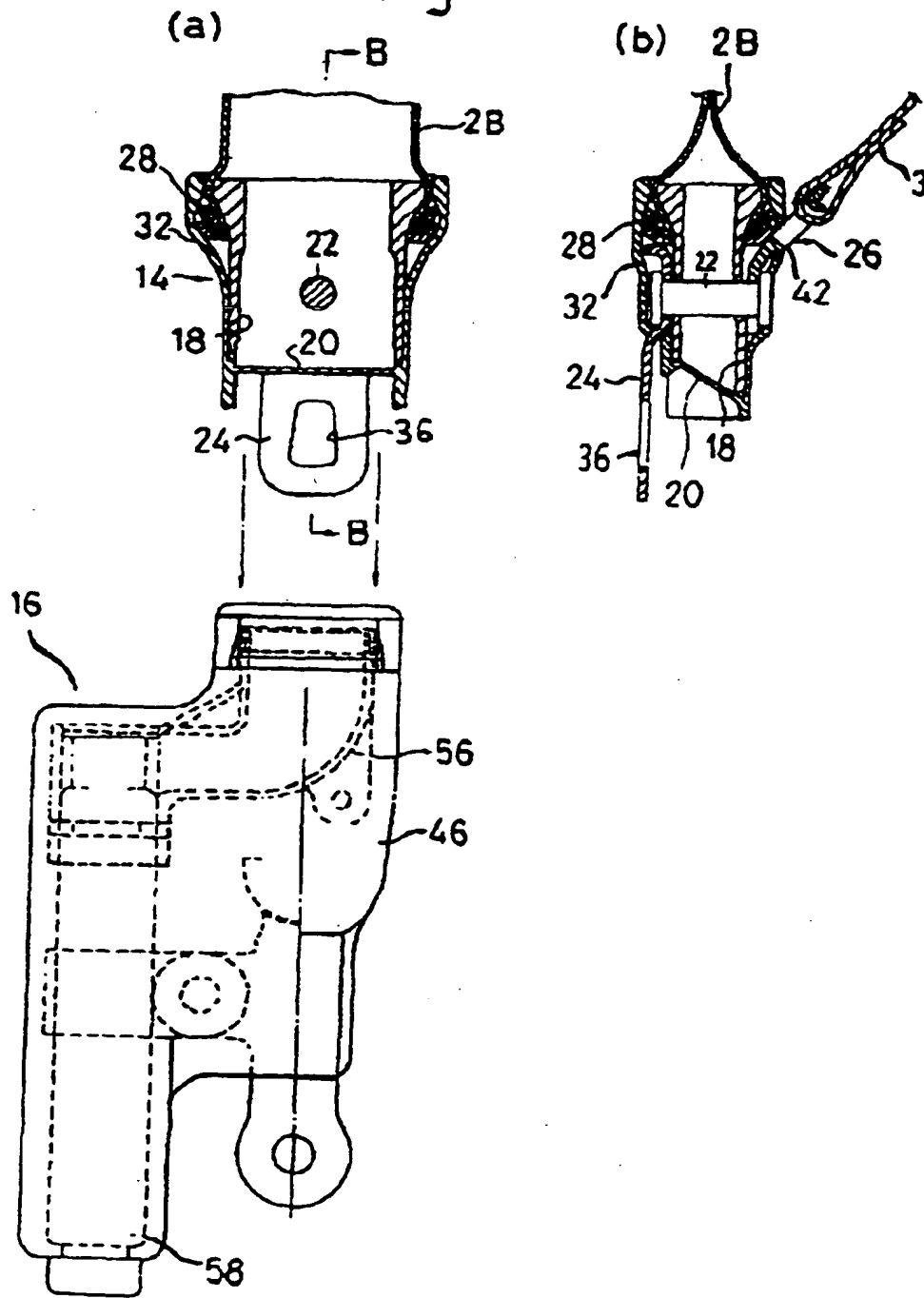


Fig. 6

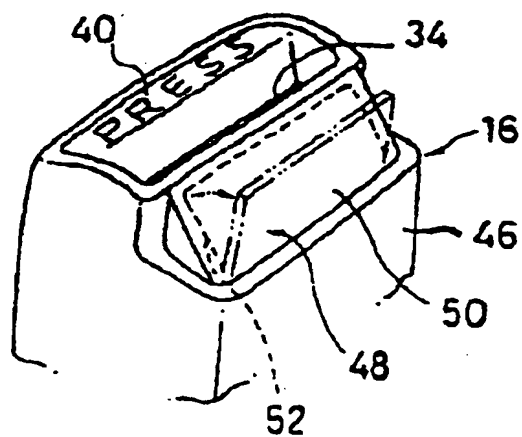


Fig. 7

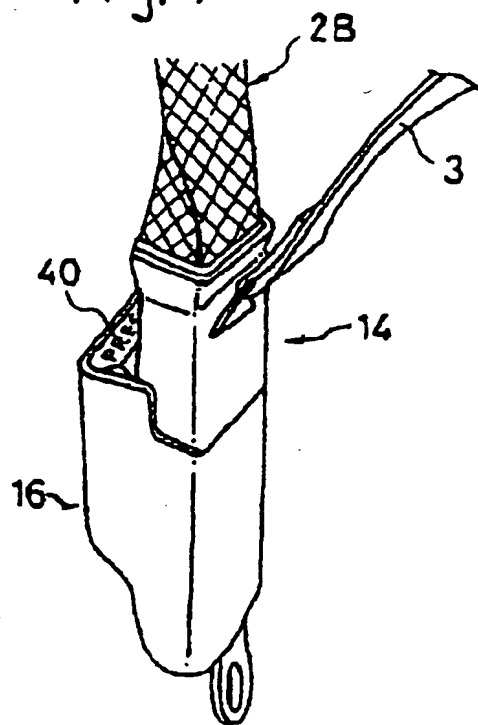


Fig. 8

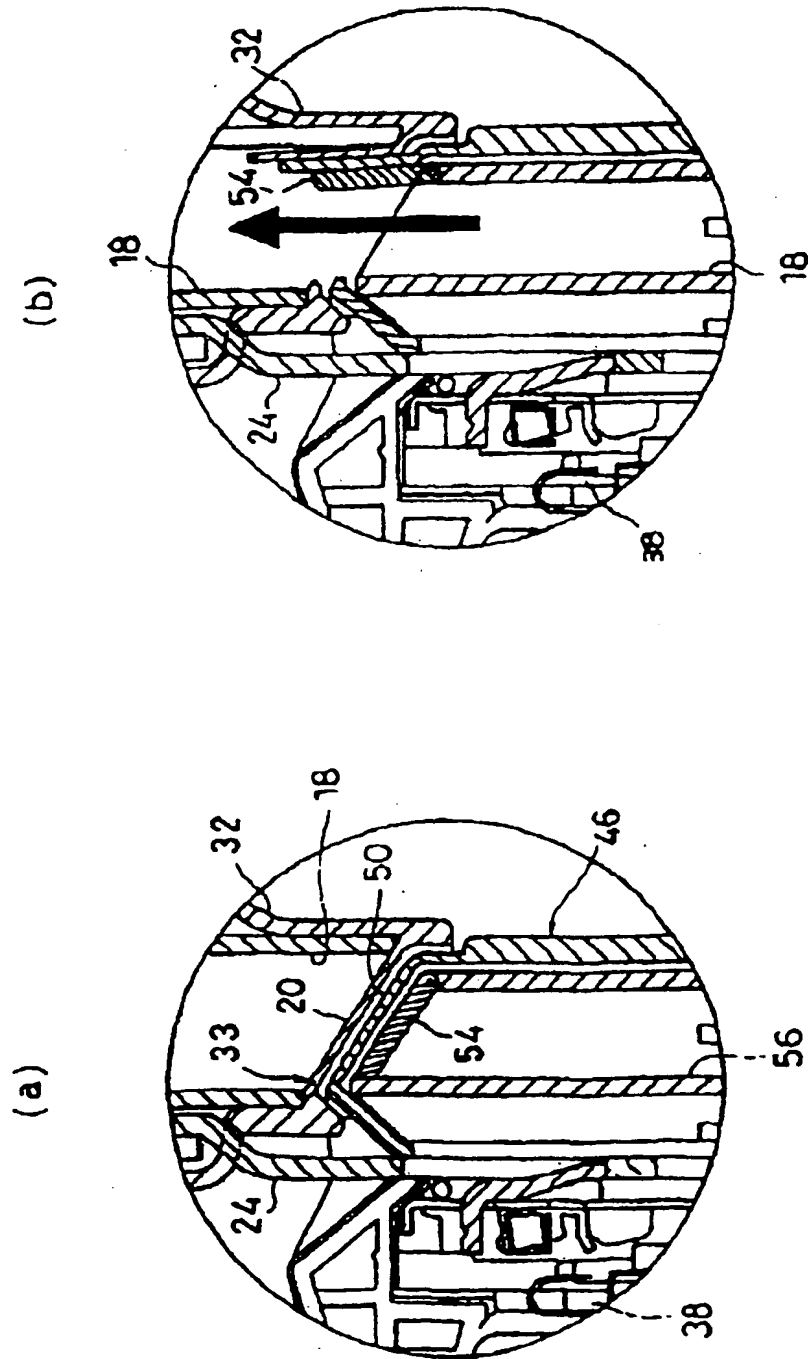
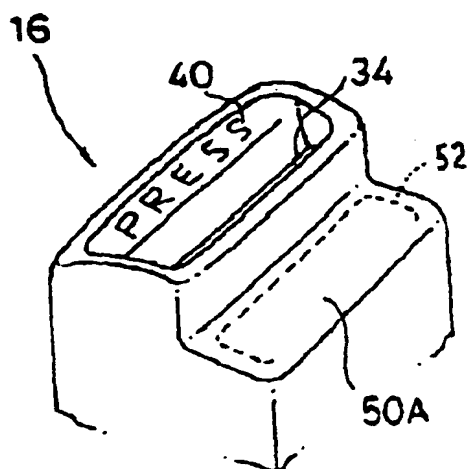


Fig. 9

(a)



(b)

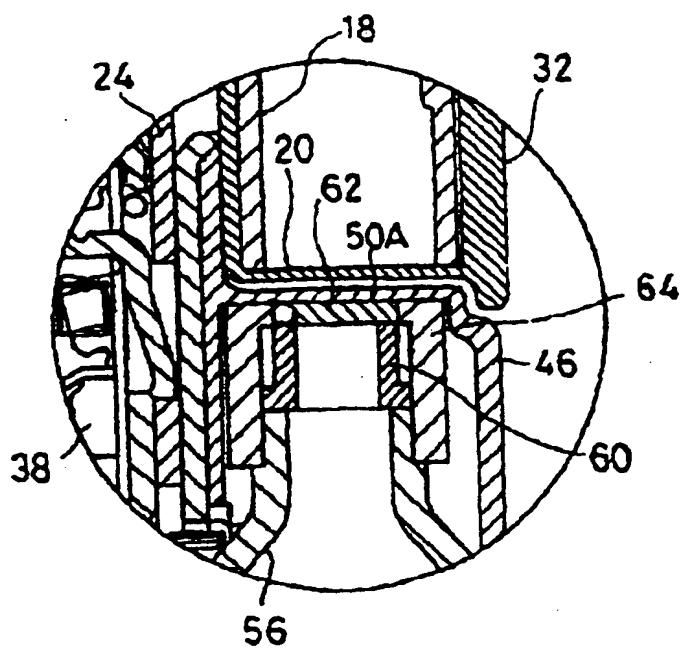
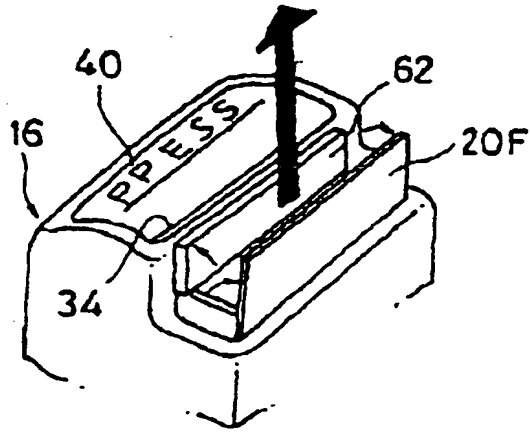


Fig. 10

(a)



(b)

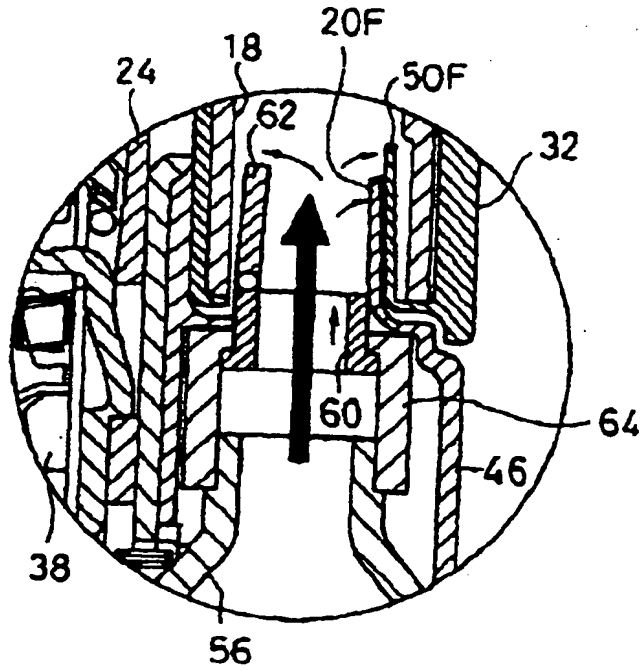


Fig. 11

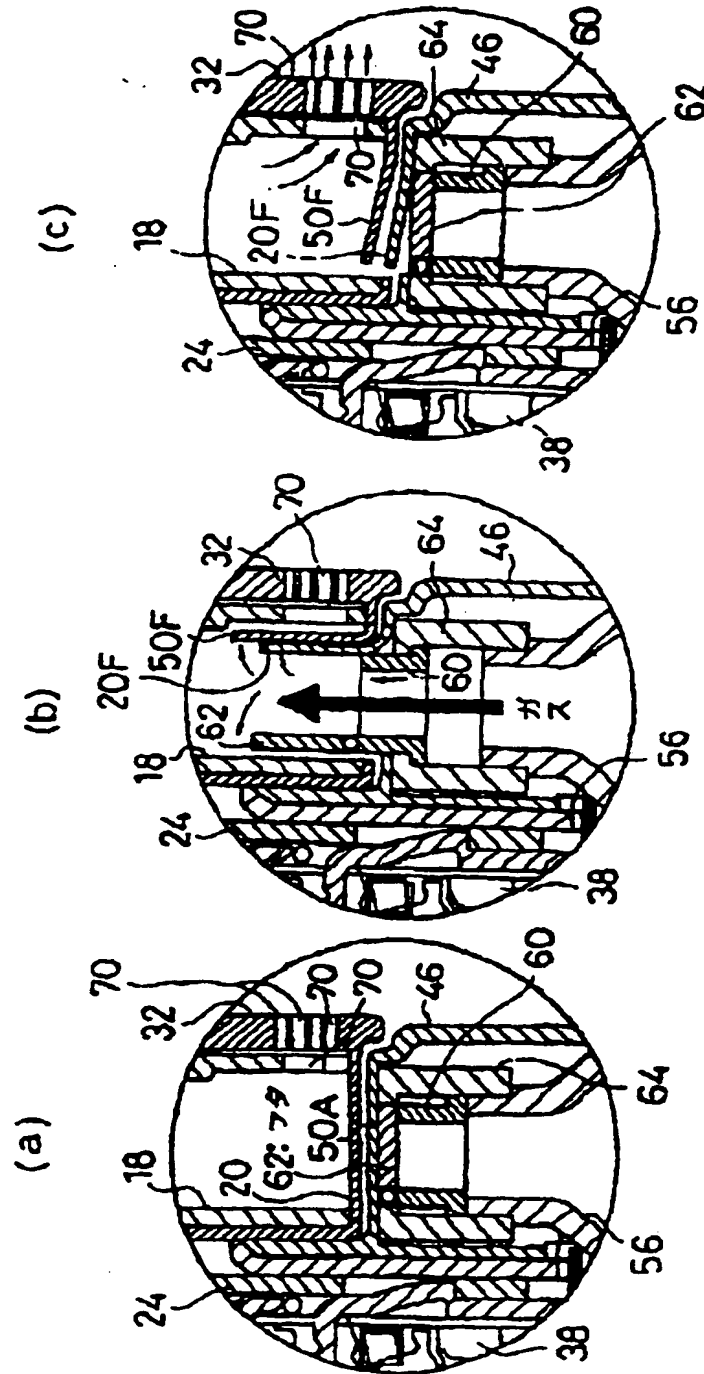


Fig. 12

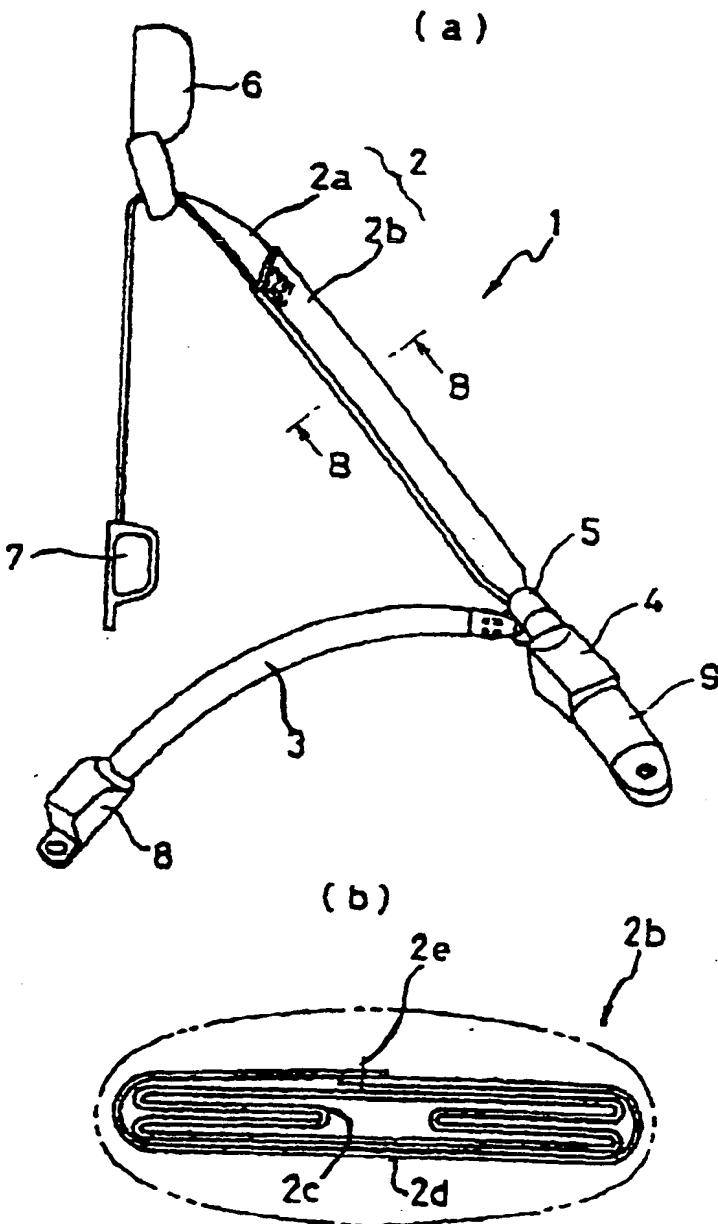
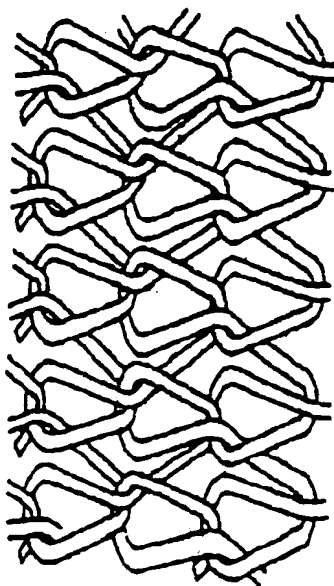
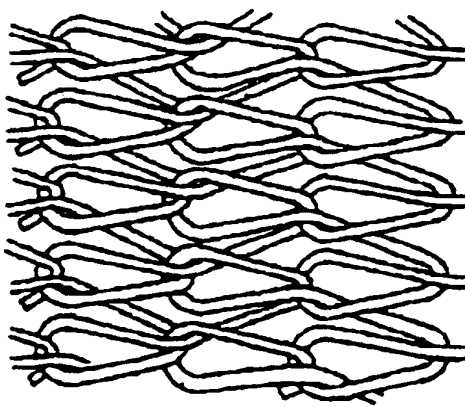


Fig. 13



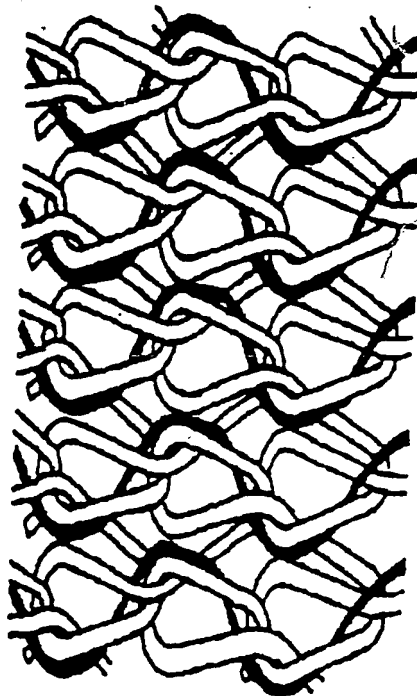
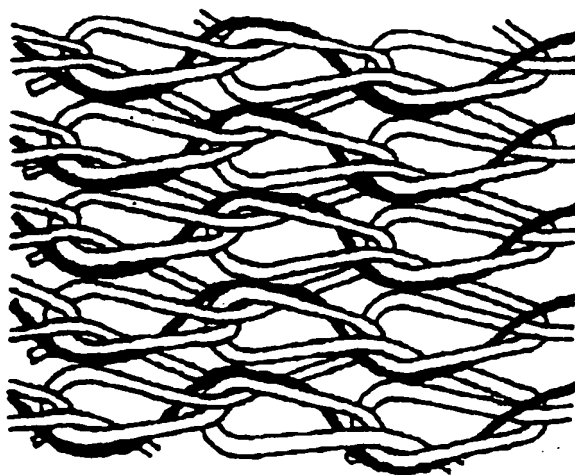
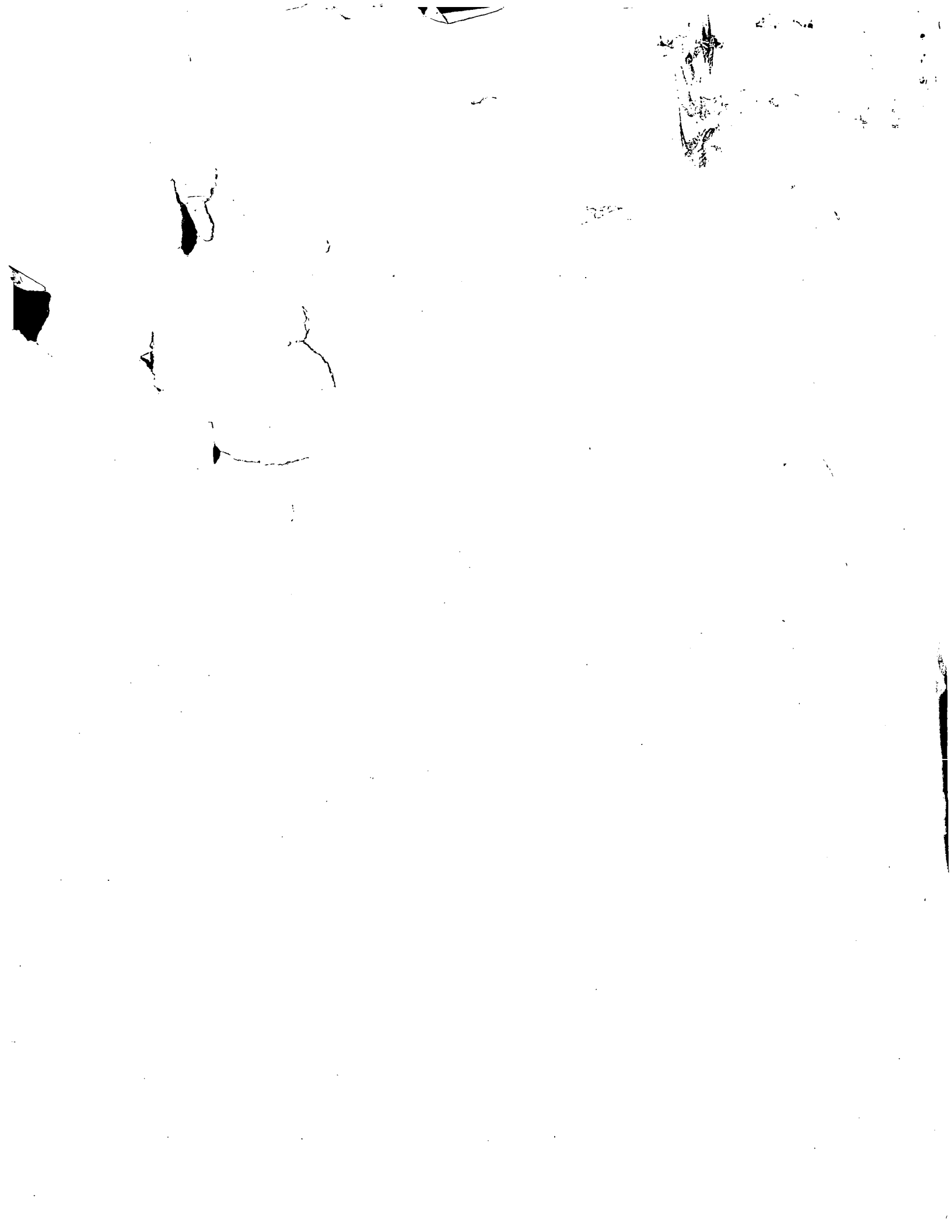
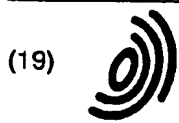


Fig. 14







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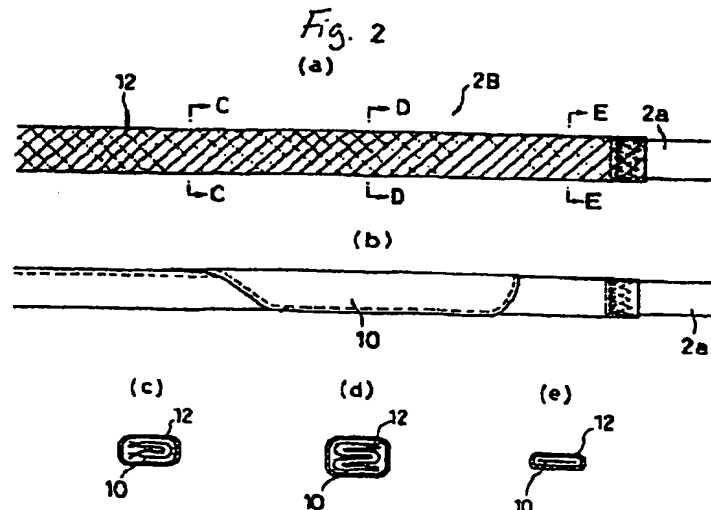
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direction. Upon activation of a gas generator 9 with a buckle 4 engaged with a tongue 5, the air belt 2B inflates. During the inflation, the length of the knit cover 12 shortens in the longitudinal direction of the belt 2B, thereby causing the belt 2B to tightly fit on the passenger's body. This ensures the proper protection of the passenger.



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EUROPEAN SEARCH REPORT

Application Number
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Y	US 3 801 156 A (GRANIG H) 2 April 1974 (1974-04-02) * column 2, line 39-50; figure 2 *	1-3	B60R21/18
Y	US 5 385 367 A (TANAKA TOSHIHIKO ET AL) 31 January 1995 (1995-01-31) * abstract; figure 8 *	1-3	
A	FR 2 520 238 A (AERAZUR EFA) 29 July 1983 (1983-07-29) * page 3, last paragraph - page 4, line 7; figure 4 *	2,3	
E	EP 0 901 944 A (TAKATA CORP) 17 March 1999 (1999-03-17) * the whole document *	1-3	
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